

CLIMATE & ECONOMIC DEVELOPMENT PROJECT  
SOUTHERN CALIFORNIA<http://cedp.scag.ca.gov>**DRAFT Brief Descriptions of Catalog Items****Transportation and Land Use****Technical Work Group**

*This document provides brief descriptions of the policy options contained in the corresponding Transportation and Land Use (TLU) Technical Work Group (TWG) Catalog of Policy Actions. The catalog and these brief descriptions will be developed more fully during the project planning process.*

**TLU-1. Priority Growth Centers****1.1 Infill Redevelopment**

Provide economic incentives, reformed zoning, and land-use restrictions, and permit streamlining to encourage development of empty or underutilized industrial facilities and derelict properties in urban areas. Public-Private Partnerships can be considered as a funding source.

**1.2. Transit-oriented Development**

Provide economic incentives, reformed zoning, land-use restrictions, and permit streamlining to encourage dense mixed-use development of properties in proximity to transit stations or facilities. Transit-oriented development (TOD) is the creation of compact, mixed-use commercial or residential communities, designed to maximize access to public transit and create a community attractive to pedestrians and bicyclists.

**1.3 Brownfield Redevelopment**

Provide economic incentives, reformed zoning, and land-use restrictions, and permit streamlining to encourage development of empty or underutilized industrial facilities and derelict properties in urban areas. Redeveloping brownfields in urban areas can be a key factor in urban revitalization, providing new centrally located areas for residential, commercial, or mixed-use development.

**1.4 Station Area Planning Requirements**

Each TOD district will ideally have a Station Area Plan (SAP) so that there is a development vision and plan tailored to each specific TOD context. A SAP will contain a land use strategy, urban design standards, zoning policies, building codes, and implementation strategy to realize the vision, developed through an educational and participatory planning process. The specifics of site design and layout developed during the SAP process will speak to the unique characteristics of each site and its surroundings and the role it plays within the larger context.

**1.5 Downtown Revitalization**

Provide economic development (e.g., tax-based) incentives, and reform zoning and permitting processes (parking requirements, density and mixed-use restrictions, etc.) to encourage investment in downtowns and central business districts.

**1.6 Targeted Density for Priority Growth Centers**

Promote targeted density when developing priority growth centers. Development density inside a growth center should be substantially higher than outside of the growth center. In addition, the central portion of the growth center will probably be more intense or dense than the surrounding portions of the growth center. This will promote walking and bicycling and decrease the use of single-occupancy vehicles (SOV).

**1.7 Support Revitalization of Older, Densely Settled Urban Areas**

Many rural communities are engaged in revitalization efforts to renew downtown areas and restore them to their former prominence as a center of community activity. Successful downtown projects may not only expand business, employment, and shopping opportunities but also increase and strengthen the social activity and quality of life in the community. The plan will capitalize on the historic charm, bring new retail, offices and create new residential neighborhoods in older, densely settled areas.

**1.8 Support Compact, Mixed-Use Centers in Older Developed Suburban Areas**

Support compact, mixed-use centers in older developed suburban areas. Centers would generally have higher densities than currently exist, as would neighborhoods close to a Center. Whenever possible, Centers would be connected by sidewalks to nearby residential communities, enabling residents to walk to shopping, recreation, transportation, and work.

**1.9 Live-Work Buildings and Multi-Use Buildings**

Promote the development and construction of multi-use buildings to further promote Smart Growth. Buildings should include office spaces as well as residential units.

**1.10 Urban Growth Boundary**

An urban growth boundary, or UGB, is a regional boundary, set in an attempt to control urban sprawl by mandating that the area inside the boundary be used for higher density urban development and the area outside be used for lower density development. An urban growth boundary circumscribes an entire urbanized area and is used by local governments as a guide to zoning and land use decisions. If the area affected by the boundary includes multiple jurisdictions a special urban planning agency may be created by the state or regional government to manage the boundary. To assure that urban growth boundaries are not used to keep out various segments of the population, a regional entity, such as SCAG, should have to approve urban growth boundaries as contributing to the provision of adequate housing in the region, not restricting the development of housing in contravention of the regional housing needs allocation.

**1.11 Location and Timing of Urban Development**

Carefully plan the location and timing of urban developments in the future taking factors such as transit oriented development and decreased sprawl into consideration.

**1.12 Urban Service Lines**

Expand existing urban service facility lines to handle increased potential services and increased number of commuters.

**1.13 Urban-Rural Transition Zones**

The Urban-Rural Transition Zone can be described as the landscape interface between town and country, or also as the transition zone where urban and rural uses mix. Where urban areas are intensively managed to prevent urban sprawl and protect agricultural land the urban –rural transition zone will be characterized by certain land uses which have either purposely moved away from the urban area, or require much larger tracts of land. As examples:

- Roads, especially *motorways and bypasses*,
- Waste transfer stations, recycling facilities and landfill sites
- Park and ride sites,
- Airports,
- Large hospitals,
- Power, water and sewerage facilities.
- Factories
- Large out-of-town shopping facilities e.g. Large supermarkets

Regional planning, however, should provide oversight to assure that larger and wealthier communities are not pushing necessary but locally unwanted uses to rural areas that may lack the capacity to effectively regulate or prohibit such uses or to rural areas with concentrations of disadvantaged population groups.

**1.14 Mixed-Use Development**

Support compact, mixed-use centers. Tax and financial incentives to turn car beaches around rail stations into mixed use development, where the stations would be served by green feeder lines and green distributor lines to move people from station to office parks, down-towns, etc.

**1.15 Allowable Building Heights**

A planning commission should consider recommendations for zoning text amendments that would revise certain residential building height standards in place under the current zoning ordinances. The planning commission should settle on an allowable building height and enforce these building codes.

**1.16 Prototype Adaptive Use Buildings**

Adaptive façades are poised to capitalize on technology transfer from other disciplines, which can allow the building industry to mass produce sustainable building parts and bring down the cost of these systems to attractive levels. Local jurisdictions can use their Redevelopment authority to undertake demonstration projects where adaptive reuse techniques are used to “kick-start” revitalization of a block or neighborhood.

**1.17 Employer-Assisted Housing**

Employer-assisted housing (EAH) is a generic term to describe any number of ways employers are investing in homes for the local workforce. By helping employees buy or rent homes close to work or transit, employers help reduce the long commutes that contribute not only to time away from family, traffic congestion, dependence on foreign oil, and air pollution, but also to employee stress and fatigue.

**1.18 Services Near Employment Centers**

Attract services such as rideshare programs near employment centers. Also encourage other services such as food courts, dry-cleaners etc. to establish businesses near employment centers.

**1.19 Transit-oriented Mixed-use Development**

Transit-Oriented Development (TOD) - compact, mixed-use development within walking distance of public transportation - is a key element of livable and sustainable communities. TOD creates communities where people of all ages and incomes have access to transportation and housing choices by increasing location efficiency and allowing people to walk, bike and take transit for their daily trips.

**1.20 Flexible Parking & Building Height**

Support the revision of land development regulations to remove rigid parking requirements that typically result in an oversupply of unnecessary parking spaces. Revisions may include reducing the number of required parking spaces, or allowing shared parking between adjacent facilities. This policy also includes the revision of building height requirements.

**1.21 Transit-oriented Brownfield Development**

There are a number of public incentives for encouraging development and redevelopment near transit. These include sharing infrastructure development costs, providing for brownfield remediation, streamlining the development process, and adopting District Improvement Financing (DIF) and Tax Incentive Financing (TIF) districts.

**1.22 Density Near Activity Centers**

Zoning changes are fundamental to encouraging TOD in station areas. These may take the form of changes to the underlying zoning, interim zoning while plans are prepared for the station areas, or zoning overlay districts. This also includes increased density near activity centers of towns and cities.

**1.23 Density Near Transit Nodes**

Zoning changes are fundamental to encouraging TOD in station areas. These may take the form of changes to the underlying zoning, interim zoning while plans are prepared for the station areas, or zoning overlay districts. This also includes increased density near transit routes. This can also include contingent funding for transit based on housing density.

**1.24 Links to Transit Stops**

Increase links to transit stops to increase the use of transit. This could include bike and pedestrian walkways and streets with increased connectivity that link each transit stop to the other.

**1.25 Affordable Housing**

Affordable housing is a term used to describe dwelling units whose total housing costs are deemed affordable to those that have a median income. Although the term is often applied to rental housing that is within the financial means of those in the lower income ranges of a geographical area, the concept is applicable to both renters and purchasers in all income ranges.

**1.26 System Interconnectivity**

Ensure system interconnectivity between different modes of transportation. For example, coordinate bus arrival with train departures and ensure that transit stations are accessible by other modes of transportation such as buses and bicyclists.

**1.27 Employment Density**

Higher density housing is almost uniformly a losing public relations proposition. Our regional discourse should begin to focus more on concentrating employment, for which there tends to be less public opposition. Although the majority of vehicle-miles travelled are not the daily commute to and from work, the majority of the sizing of the transportation infrastructure is based on the peak hour of traffic. Concentrated employment that facilitates carpooling, public transit, and even non-motorized commuting will reduce the demand for more and more road projects and increase the investment available for public transit systems.

**1.28 Mixed-income, Market-rate Housing**

Important for integrated communities and affordable housing.

**1.29 Re-use and Redevelop Alleyways**

Alleys can be reconfigured for affordable housing and retail opportunities.

**1.30 Link Job Centers and Housing**

Use transit as a way to correct the jobs-housing balance.

**1.31 Livable Boulevards**

Focus on channeling more dense housing and mixed development to under-utilized sites near transit and commercial corridors.

**1.32 Commercial Corridor Redevelopment**

Provide economic and redevelopment incentives, reformed zoning, land use restrictions, and permit streamlining to encourage the transition of underutilized strip-commercial corridors to higher-intensity multi-use corridors, with corridor housing strategically located and designed to take advantage of proximity to transit and urban services.

**1.33 Commercial Mixed-Use Redevelopment**

Implement policies that support commercial mixed-use redevelopment.

**1.34 Reinvestment in Employment Areas**

Implement policies that include reinvestment and reinvigoration in employment areas.

**1.35 Traffic Calming**

Traffic Calming Policies that call for the design of roadways to reduce motor vehicle speeds and to encourage pedestrian and bicycle trips.

**1.36 Reforms to Incentivize Development in Priority Growth Areas**

CEQA reforms to incentivize development in priority growth areas. This would be accomplished at the state level and can stimulate having the right type of development in the right location.

**1.37 Transportation Demand Management Policies**

Implement Transportation Demand Management policies and programs such as neighborhood or business center shuttles, rideshare programs and transportation signage.

**TLU-2. Land Use and Planning Measures****2.1 Smart Growth Planning, Modeling, and Tools**

Adopt goals and policies to promote and accommodate walking, biking, and public transit as alternatives to the private automobile. Encourage smart growth tools and policies that specifically target reducing single-occupant vehicles through increasing alternative transportation for commute trips made by residents who live and work in the local jurisdiction, strategies for trip reduction through land use development standards that encourage alternative transportation and transportation demand management.

**2.2 Targeted Open-Space and Natural Resource Protection**

Natural and working lands play an essential role in the economic, environmental, and social well being of communities. Natural areas and open spaces increase neighboring property values, attract businesses and residents, support tourism, offer opportunities for recreation, and provide scenic value. Green infrastructure planning can help communities get this balance right. Through green infrastructure planning, a community or region can identify and prioritize natural areas that should be preserved or restored to protect long-term ecological health and build community resilience.

**2.3 “Fix-It-First” and Location-Efficient Funding Strategies**

The location of investments in infrastructure helps determine where growth will occur. Fix-it first policies aim to steer public spending toward projects that maintain and improve existing infrastructure in established areas. Public funds are used for extending new infrastructure into developing areas only after existing infrastructure has been updated.

Fix-it-first is a fundamentally different approach to growth than conventional practices. It has the potential to strengthen older cities and towns by supporting the significant public investments made earlier in those areas and by recognizing the efficiencies inherent in more compact development patterns.

Conduct a regional infrastructure needs assessment to identify the capacity and state of repair/disrepair of infrastructure, broadly defined, in priority growth areas. Establish a regional program to provide incentives to local governments to invest in upgrading infrastructure when needed to accommodate increased development density/intensity in priority growth areas.



Provide public subsidies for such infrastructure to reduce required impact fees for development in priority growth areas.

#### **2.4 Land Use and Building Code Reform**

Modify and fund reforms of state and local property taxes, development fees, zoning/building codes and policies, and regional annexation policies to support GHG reductions and the implementation of regional growth management plans. Measures can include property tax assessment policies regarding empty or underdeveloped urban lots to encourage infill development; reducing building setback requirements; shifting parking minimum requirements to maximum standards; reducing restrictions on density, floor area ratios, and mixed-use development; and reforming on-street parking availability and pricing.

#### **2.5 Location-Efficient Mortgage**

Location Efficient Mortgage (or LEM) is a mortgage available to people who buy a home in locations where they do not need to rely on automobiles as much or at all for transportation. Location efficient mortgages allow people to buy more expensive homes than they normally would be able to by factoring in the money they'll save on transportation costs.

Work with federal agencies to encourage the incorporation of transportation costs into all mortgage qualification standards.

#### **2.6 Targeted Infrastructure Investment Section toward Priority Growth Centers**

Promote overall targeted infrastructure investment section toward priority growth centers. Provide funding, grant programs and tax cuts to promote the creation of priority growth centers.

#### **2.7 Zoning Reform Measures**

Implement zoning measures that affect land use. Provide incentives for municipalities to implement these zoning measures by providing state funding. Foster more sustainable development patterns on private property through modifications to the zoning code and zoning maps. Such zoning reforms should be based on local development economics to ensure that desired development is feasible.

#### **2.8 Support Natural Resource Conservation in Outlying Areas**

Outlying areas can often contain streams or creeks, floodplains, wetlands, and other important natural resources. Development on or near these resources can create negative side effects such as increasing the cost of providing drinking water, increasing the frequency and damage of flood events, and destroying vital plant and animal habitat. It is important to disseminate information about the preservation of these natural resources and support the conservation of these resources



in outlying areas. Strategies include: establishing a TDR program; the use of conservation easements; the establishment of sensitive habitat lands as a mitigation bank; and purchase by resource agencies.

## **2.9 Flexible Development Standards**

The purpose of the Flexible Development standards is to permit a better relationship of development to land qualities by allowing flexibility in lot size, frontage and setbacks. Road design standards are often reduced from conventional engineering standards. The goal of a Flexible Development Standard is to minimize the disruption to the land and to abutters; take into account the natural features of the site; and preserve the character of a city or town.

## **2.10 Housing Overlay Zoning**

Overlay zoning can be an extremely powerful tool in building affordable or infill housing. An ordinance establishing affordable housing overlay zoning lists sites on which residential densities will be increased if a given level of affordability is achieved. A map showing these sites is "overlaid" on the existing zoning map. An overlay can apply to all sites within particular zones or only selected sites. Overlay zones can also be used to incentivize infill residential development through density bonuses, reduction in parking, and reduction in open space requirements. Housing Overlays should be used in existing or emerging activity centers where new residents have access to services and activities within walking distance (or via bus).

## **2.11 Rezone to Allow Mixed Use**

The zoning codes should provide a balanced plan for the area that is intended to guide future growth and development. These recommendations call for allowing new residential development at moderate densities, balanced with the retention of the existing manufacturing zoning in the other areas in order to ensure space and opportunities for commercial and light industrial investment and development.

(In CA, it is the General Plan that addresses the balance between land uses. Zoning codes simply implement and are consistent with the General Plan. General Plan law already addresses the intent of this policy).

## **2.12 Expand Zoning for Multi-Family Housing**

Support policies that expand zoning laws for multi-family housing.

## **2.13 Public Transit Development Focus**

The transit agency, state and local officials, and policy makers must demonstrate a clear, long-term commitment to transit. The quality of the transit service is also important (frequency, cleanliness, safety, and reliability.) Local policies need to support and encourage transit usage. Pedestrian and

bicycle access to transit facilities should be enhanced, and parking policies should discourage the use of the private automobile with the expansion of park and ride facilities.

#### **2.14 City-oriented Corridors**

The overall intent of the corridor is to provide for increased economic development through a mix of office, retail, residential, hotel and industrial uses. The local jurisdiction is encouraging mixed-use development and redevelopment for properties along the corridor to strengthen the local jurisdiction's non-residential tax base for the future and to provide additional development opportunities for property owners.  
(See new 1.10)

#### **2.15 Transit-oriented Development Design Standards**

Station area design guidelines can help ensure that new development or redevelopment of existing sites and buildings is pedestrian-friendly, attractive, and connects the neighborhood to the transit station. TOD design guidelines often address the design of parking (including berms and landscaping around lots), pedestrian furniture, signage, street lighting, sidewalk width and materials, ground level building façade design and materials, and respect for neighborhood spaces. TOD projects should also incorporate LID techniques such as multi-level/ covered parking structures and green roofs to reduce impervious surfaces and stormwater runoff.  
(Combine with 1.4)

#### **2.16 Design Short Walk to Center**

Design cities in towns efficiently so that residents will only have a short walk to the center of the local jurisdiction.

#### **2.17 Increase Density Towards Center**

Zoning changes are fundamental to encouraging TOD in station areas. These may take the form of changes to the underlying zoning, interim zoning while plans are prepared for the station areas, or zoning overlay districts. Components of the zoning often include providing for mixed uses, density bonuses, parking restrictions, reduced setbacks, and pedestrian amenities. The zoning should be tailored to respect the unique setting of individual stations.

#### **2.18 Direct Business Space to Center**

Support the creation and use of business space to the center of a town or city. Also provide incentives that attract businesses to rent space close to the center.

#### **2.19 Locate Schools with Safe Routes**

Safe Routes to School programs enable community leaders, schools and parents across the United States to improve safety and encourage more children, including children with disabilities, to safely

walk and bicycle to school. In the process, programs are working to reduce traffic congestion and improve health and the environment, making communities more livable for everyone.

## **2.20 Location of Driveways**

Encourage the use of porous pavement when building a driveway. It often appears the same as traditional asphalt or concrete but is manufactured without “fine” materials, and instead incorporates void spaces that allow for infiltration. The use of porous pavement in combination with selecting an adequate location for the driveway can aid in stormwater management. Traditional stormwater management practices significantly reduce groundwater recharge has led to a number of environmental concerns in recent years. As infiltration decreases, base flows in streams are decreased and previously flowing, small streams now often dry up between rains. Because porous pavement requires regular maintenance and upkeep, regulations should allow the municipality to order regular maintenance of porous pavements, require property owners to provide documentation of maintenance, and allow the municipality to charge fees necessary to cover the cost of administering a maintenance monitoring program.

## **2.21 Street Parking as Buffer**

Parking can also provide a buffer between moving motor vehicle traffic and pedestrians along a sidewalk. In addition, businesses that rely on on-street parking as opposed to parking lots are more geared toward pedestrian access; they're more likely to orient their building to the sidewalk. This attention can foster a more vibrant pedestrian commercial environment.

## **2.22 Planting Trees for Shade**

Trees alter the environment in which we live by moderating climate, improving air quality, conserving water, and harboring wildlife. Climate control is obtained by moderating the effects of sun, wind, and rain. Radiant energy from the sun is absorbed or deflected by leaves on deciduous trees in the summer and is only filtered by branches of deciduous trees in winter. We are cooler when we stand in the shade of trees and are not exposed to direct sunlight.

## **2.23 Replace Hardscape with Low-Water Landscape**

Low-water landscape and plants can reduce the heat-island effect that is sometimes associated with hardscape. Increased used of low-water landscape and xeriscaping reduces the heat island effect.

## **2.24 Xeriscaping**

Xeriscape based design can be very beautiful and generally requires less water, fertilizer, maintenance, and pest control than traditional landscaping. And, of course, using less of these will save you time and money. The principles of xeriscaping address the areas of slope, plants, plant groups, watering methods, and soil. And because xeric design is based on principles, shape and other design aspects can be based on and used for any design style.

**2.25 “Complete Streets” Policies**

In urban planning and highway engineering, complete streets are roadways designed and operated to enable safe, attractive, and comfortable access and travel for all users. Pedestrians, bicyclists, motorists and public transport users of all ages and abilities are able to safely and comfortably move along and across a complete street. This option supports the implementation of policies supporting the complete street concept.

(This is now required by State law when a City updates its Circulation element)

**2.26 Develop Green Alley Program**

Upgrade alleys with proper drainage, porous concrete, gardens, etc.

**2.27 Neighborhood Interconnectivity**

Maximize neighborhood connectivity to transit stations with walk and bike paths and local transit service.

**2.28 Site Planning and Design Strategies to Promote Walking, Bicycling, and Transit Use**

Develop design guidelines and standards to be applied to new development in Priority Growth Areas that address block sizes, the relationship of buildings to the street, the location of parking, street and sidewalk connectivity, context-sensitive design of streets, building design and orientation; a range of urban open space design criteria; and streetscape improvements to provide shade and comfort.

**2.29 Location of Public Facilities**

Implement policies that are related to the location of public facilities such as schools, public offices, parks and parking.

**2.30 Location of Subsidized Housing**

Public policies related to the location of publicly subsidized housing, such as the City of LA’s policy to prioritize housing funds for properties near transit.

**2.31 Parking near Transit Stations**

Implement policies that promote the availability of parking near transit stations.

**2.32 Alternative Transportation Information**

LA is currently improving access to alternative transportation information using smart phones to locate ride share cars.

**TLU-3. Local Code Development, Enhancement, & Enforcement****3.1 Emphasize Local Authority to Require Low Impact Development**

Low Impact Development (LID) is an innovative storm water management approach with a basic principle that is modeled after nature: manage rainfall at the source using uniformly distributed decentralized micro-scale controls. LID's goal is to mimic a site's predevelopment hydrology by

using design techniques that infiltrate, filter, store, evaporate, and detain runoff close to its source. Instead of conveying and managing storm water in large, costly end-of-pipe facilities located at the bottom of drainage areas, LID addresses storm water through small, cost-effective landscape features located at the lot level. LID is a versatile approach that can be applied equally well to new development, urban retrofits, and redevelopment / revitalization projects. Local authorities should emphasize the implementation of low impact developments.

### **3.2 Assess Climate Impacts of Development**

Provide funding for studies and research for the assessment and evaluation of climate impacts on development in transportation systems and land-use.

### **3.3 Streamlining Development Projects that Reduce VMT, Energy Consumption, Transportation Impact**

Environmental Streamlining requires transportation agencies to work together with natural, cultural, and historic resource agencies to establish realistic timeframes for the environmental review of transportation projects. These agencies then need to work cooperatively to adhere to those timeframes, while they are protecting and enhancing the environment.

### **3.4 Develop Model Green Development and Green Building Laws for Local Governments to Adapt and Adopt**

Green building is the practice of creating structures and using processes that are environmentally responsible and resource-efficient throughout a building's life-cycle: from siting to design, construction, operation, maintenance, renovation, and deconstruction. Local governments are encouraged to develop model green development and green building laws to promote green building.

### **3.5 Assessment of Regional Impact Development Projects for Climate**

Regional transportation impacts of planned development across the county are analyzed through a program by the Transportation Agency, eliminating the need for expensive traffic analyses from each new development project, and the current lengthy negotiations over appropriate mitigations. In instances where a local traffic impact fee is already assessed, the local and cumulative traffic impacts of development would be accounted for through payment of fees. No additional analysis is required aside from that which is needed to address the localized, project-specific impacts of new development on surrounding transportation infrastructure.

### **3.6 Enhance Energy Efficiency Code Enforcement and Development**

The review and enforcement process assures that the proposed work is in agreement with all locally adopted codes and ordinances. By working on energy code development as well as on-

the-ground code education and training, this project seeks to deliver more energy efficient buildings. (CA has a new Title 24 Energy Code Standards and a 2010 Green Building Code)

### **3.7 Prepare Model Components to Add to Plans Regarding Transit Station Area Plans and Energy Conservation**

Local governments should prepare model components to add to local plans regarding the creation and implementation of transit station area plans and energy conservation. This will set a high standard for future energy conservation and the creation of more efficient transit station areas.

### **3.8 Ensure Local Enforcement of the State Energy Code**

Enforcement of the state energy requirements is the responsibility of the local governmental entity. Implement incentives to ensure the local enforcement of the state energy code. Provide training to municipal staff to build capacity to enforce the state energy code. Provide training for architects and engineers, and developers and builders to expand their capacity to generate and submit compliant plans.

### **3.9 Prepare Model Energy Code Enhancement Provisions for Local Adoption**

Preceding the adoption or revision of an energy code, state and local governments often organize an advisory board, which includes stakeholders from design, construction, and enforcement communities. A chief responsibility of the board is to determine whether an energy standard and model energy code should be adopted. The board also considers the need to modify energy standards and model energy codes to integrate local preferences and construction practices, and may also offer information during the adoption process.

### **3.10 Transferable Development Rights (TDRs)**

Transferable development rights (TDRs) are property use rights that can be transferred from one property to another by government-created programs. It is a relatively new land use tool that can preserve historic buildings or environmentally sensitive land and still allow the property owner to maintain his ownership right of use. The concept is based on the principle that fee simple ownership of real estate is a bundle of rights that are divisible and severable. In the Southern California context, there are likely few municipalities in which TDR is feasible. A regional approach could provide a mechanism for regional transfers among municipalities that opt-in.

### **3.11 Supportive Pre-planning**

The Pre-planning phase highlights the importance of day-to-day facilities management in shaping a successful infrastructure and land use project. During this process especially the evaluation of alternatives to proposed project is important. Pre-planning should be used to assist the applicant in evaluating the broader context of the proposed project to ensure that the

development program, site plan, and design details are integrated with the surrounding environment and maximize opportunities for creating a great place. Each municipality should provide clear written guidelines to assure equal protection and application of the law and to avoid negotiated development that is not open and transparent.

### **3.12 Amend Code to Promote Transit-oriented Mixed-use**

Amend code to promote Transit-Oriented Development (TOD) - compact, mixed-use development within walking distance of public transportation - is a key element of livable and sustainable communities. TOD creates communities where people of all ages and incomes have access to transportation and housing choices by increasing location efficiency and allowing people to walk, bike and take transit for their daily trips.

### **3.13 Equal Pedestrian Access**

Direct land use and transportation development, through the permit process, to issue equal or better access by foot or bicycle to education, recreation, retail, commercial office and other appropriate types of development.

### **3.14 Zones and Codes for Live-Work**

Allow live-work units in residential-commercial zones and commercial zones and create additional zoning and codes for live-work units.

### **3.15 Require TOD through the TRP**

The regional transportation plan should include minimum TOD requirements (such as minimum densities and intensities, permitting of employment, retail/entertainment, and residential uses, and a station-area public parking plan) for transit station areas. The RTP should prohibit any and all federal and state transportation funding in any transit station area in which the local government has not adopted planning and zoning amendments that meet the minimum TOD requirements. This prohibition should apply to existing and future transit stations. If increasing TOD is an important component of regional sustainability, then the allocation of public funds should reward jurisdictions that are partners in that sustainability, not those refusing to be part of the regional system.

### **3.16 Parking TIFs**

After public acceptance of increased densities and intensities, the most common major road block to more compact and efficient development is parking. State legislation should allow for the creation of Parking Tax Increment Financing Districts in priority growth areas identified by regional agencies/MPOs. Currently, TIF is allowed in redevelopment project areas, but it requires a finding of blight. Many priority growth areas would not meet the blight standards, and many communities with active community redevelopment agencies are facing upcoming time limits on their effectiveness. A parking TIF would provide a funding source to allow the development and operation of public parking, thereby allowing a reduction or elimination of on-site parking requirements in priority growth areas. Other taxing entities might possibly lose some potential future revenue. Because the TIF would only provide for parking infrastructure, though, the potential loss is much less than if a



new redevelopment project area were established. Also, by providing public parking, the Parking TIF will allow for a larger level of investment in infill development (than would happen without public parking), perhaps offsetting the potential loss of revenue and generating a win-win scenario.

### **3.17 Reform Public Finance System**

Current public finance provides an incentive to local governments to attract large sales tax generators over other land uses. Many officials believe that big box retailers with big parking lots generate big sales tax revenues. In contrast, the current system provides less incentive to local governments to attract employers and provides a disincentive to attract residents. Probably the most difficult, but perhaps the most effective way to change to more sustainable land use patterns in priority growth areas is to reform the public finance system in California to provide increased municipal revenues from higher incomes (i.e. more jobs and more residents) and to decrease reliance on sales tax revenues. This task is quite complex, however, it is a necessary step and the time may be about right for public discourse on how best to fund public services and facilities.

### **3.18 Analyze Parking Supply and Demand**

Analyze the current parking situation to see if parking lots could be better used for development, which would help fund structured parking.

### **3.19 Parking Management Strategies**

Employ innovative parking management strategies such as shared parking.

### **3.20 Development Density and Floor Area Minimums**

Implement policies that promote floor area minimums and outline development density restrictions.

## **TLU-4 INCENTIVE AND DISINCENTIVE PROGRAMS**

### **4.1 Develop Incentives to Encourage the Reuse of Already Developed Properties, regardless of Ownership, before Developing Natural Areas**

Already developed properties represent a major opportunity for the future, by creating new uses that strengthen the community, enhancing its quality of life and rebuilding its position in the marketplace. Incentives to encourage reuse could include the following: Tax abatements for rehabilitation and reuse of already developed properties, grants or loans for reuse and rehabilitation or historic preservation tax credits, reduced parking standards (or use of off-site public parking, density bonuses, use-by-right standards, and development fee reductions.

### **4.2 Preserve & Manage Open Space in Hillside and Water Spreading Grounds**

The open space system can be characterized as a drainage system, particularly the river valleys and adjoining steep hillsides, which interrupt the coastal plain and link the ocean with the coastal mountain range. The limited utility of drainage systems for intensive urban development often

provides an opportunity to utilize them as natural relief from urbanization in already built up areas. Similarly, canyon and hillside open spaces create green borders to urbanization and can enhance adjacent established neighborhood environments thus conserving the "quality of life" in California's communities. Local jurisdictions should incorporate policies and design standards for hillside grading and development, the interface between private and common open space, proper fuel modification, and to address invasive plant materials, and the mitigation/restoration of sensitive habitat areas.

#### **4.3 Develop an Awards Program for Preservation of Open Space & Ecological Benefits**

Develop an awards program for the preservation of open space and ecological benefits. The program will recognize individuals, organizations, and businesses that have demonstrated exceptional leadership and made notable, voluntary contributions in conserving resources and protecting and enhancing the environment.

#### **4.4 Use Plants from Local Gene Pool in Local Projects Adjacent to Natural Open Spaces**

Encourage the use of native plants in projects adjacent to natural open spaces. Complement the process by encouraging a Native Plant Program that educates the community about native plants and plant communities, and teaches the public to use this knowledge to protect and restore natural ecosystems.

#### **4.5 Develop a Species List of Water Wise and Ecologically Friendly Plants for Use in New Development and Other Landscape Projects**

Develop a list of plants that aid in the reduction of storm water run-off and which can be used for bio-swales, rain gardens and green roofs and walls. Plants on the species list can also be used to promote the reduction of water use in landscapes through design of water-wise garden techniques.

#### **4.6 Provide Incentives for Development Projects that Include Significant Natural or Constructed Open Space**

Provide incentives for development projects that include significant natural or constructed open space. There are many incentives for the clustering of residential units, also known as Open Space Development. The basic incentive to which developers will most readily respond is an increase in the number of units which could be permitted over the base density calculated under the parallel plan. This is generally considered a development "bonus." The amount of the bonus may vary depending on the nature of the development, and they may be used in combinations of one or more different incentives.

As an example, incentives may include an increase in the number of units if:

- additional open space is provided, beyond that normally gained in the lowering of individual lot sizes;

- a community wastewater and/or domestic water system is used (avoiding the need for septic systems and individual wells);
- recreational amenities are provided, such as tennis courts, club house, or other similar facility;
- walkways, trails, or bike paths are included within the development; and/or
- significant areas of active agricultural lands are preserved.

#### **4.7 Provide an Extensive and Safe System for Walking and Hiking that Links Areas**

By providing a safe, interconnected network of bicycle and hiking trails, people are encouraged to increase activities related to walking and biking. Providing new sidewalks and improving existing sidewalks can not only shorten pedestrian and bicycle trips but also ensure a safe system for walking and biking. Bicycle lanes can be provided both on shared streets and on segregated facilities physically separated from roadways, except at crossings. Local jurisdictions should coordinate with each other and the county to ensure connectivity of trail/bikeway systems.

#### **4.8 Density Bonus Program**

The Density Bonus Program allows increases in the number of dwellings which may be built on a property. A developer who wishes to take advantage of a density bonus may be allowed to increase the total number of units that can be constructed in a new project over that otherwise allowed, provided that a certain percentage of the total number of the additional units are reserved for lower and low or moderate income households.

#### **4.9 Discourage Auto-oriented Development**

Discourage long-distance, single-occupant automobile commuting while increasing resident access to employment, shopping, and recreation by transit or other alternatives to single-occupant vehicle use in order to reduce congestion, time lost to travel, and air pollution.

#### **4.10 Developer's Fee**

Developer's Fee is compensation to the developer for the time and risk involved to develop the project. It is typically based on the size of the project, the total development cost and the risk associated with the project.

#### **4.11 Reduce Fees for Brownfield Development**

Provide monetary incentives, such as reduced fees in order to encourage brownfield development.

#### **4.12 Public Involvement**

Encourage awareness programs that increase the understanding of alternative forms of travel, encourage transit and illustrate the health and environmental benefits of walking and biking.

**4.13 Perception of Public Safety**

Public perception that many potential priority growth areas are not safe will limit, if not eliminate, the market demand for new infill development and redevelopment. This is an obstacle that no amount of wishful thinking will overcome. It is also an obstacle that cannot be easily and quickly overcome. Research should be conducted and disseminated on approaches and best practices to improving the reality and the perception of personal safety in higher density districts. If channeling growth and development to priority growth areas is an important regional goal, then regional resources should be provided as necessary to local governments and law enforcement agencies to implement programs and projects designed to improve public safety. Perception of public school systems would likewise affect the market demand for infill development and redevelopment in some priority growth areas.

**4.14 Focus on Reducing Costs of Development**

It is too easy to fall back on the option of increasing fees to discourage new greenfield development. However, increasing the cost of new housing anywhere increases the value and hence the costs of existing housing. Southern California cannot afford policies that raise the cost of housing. The focus of policies to encourage more sustainable infill development and redevelopment should target ways to reduce the cost of such development.

**4.15 Value Capture Strategies**

Consider value capture strategies so that dense development yields returns for local government. Strategies could include tax increment financing, business assessment districts, developer fees, taxes on business licenses and parking, etc.

**4.16 Encourage Real Estate Market to Focus on Less Developed Transit Stations**

Use transit corridor planning to encourage the real estate market in areas with development opportunity.

**4.17 MTA Joint Development Program**

The MTA supports TOD by entering into Public-Private Partnerships with developers to build primarily mixed-used developments on surplus property surrounding stations.

**4.18 LEED Incentives**

Leadership in Energy & Environmental Design (LEED) is an internationally recognized green building certification system, providing third-party verification that a building or community was designed and built using strategies intended to improve performance in metrics such as energy savings, water efficiency, CO<sub>2</sub> emissions reduction, improved indoor environmental quality, and stewardship of resources and sensitivity to their impacts.

## **TLU-5. LOCAL GOVERNMENT INCENTIVES TO PROMOTE ALTERNATIVE FUEL USE**

### **5.1 Zoning Ordinances to Promote Alternative Vehicles**

Establish zoning ordinances which provide preferential parking for SULEV and/or Zero Emission Vehicles. Cities and counties could also encourage and help to enforce the use of deed restriction on residential properties to assure that SULEVs are employed. On-site parking requirements generally can encourage or discourage driving versus pedestrian alternatives for shopping.

### **5.2 Policies that Accelerate Vehicle Fleet Mix**

Implement policies that accelerate vehicle fleet mix such as accelerating the adoption of higher-mileage, less emitting vehicles such as Super Ultra Low Emission (Hybrid) Vehicles and electric vehicles.

## **TLU-6. CROSS-CUTTING ISSUES IN TRANSPORTATION AND LAND USE (FUNDING, EDUCATION AND OUTREACH)**

### **6.1 Bicycle Initiatives**

Promote bicycle initiatives such as additional bike lanes, networks and other amenities.

### **6.2 First Mile/Last Mile Connections on the Web**

Ensure that information about first-mile/last-mile connections is available on the web and is downloadable to iPhones and Blackberries and other hand-held devices.

### **6.3 First Mile/Last Mile Bike, Pedestrian and Circulator Connections**

Ensure first-mile/last-mile pedestrian, bike and district circulator connections from stations to destinations and increase the variety: including car sharing, bike rentals, informal car pools, demand-responsive vehicles including taxis, district circulators including shuttles and streetcars.

### **6.4 School Siting**

School Siting is critical to ensure that walking and biking are viable options for children to access schools. Revisit school siting design standards and consider carefully whether state/federal regulations need revising to permit more neighborhood friendly schools.

### **6.5 Mixed-Income Housing Funding**

Promote mixed-income housing along with affordable housing.

### **6.6 Job-Housing Fit**

Job-Housing fit is a core element of SB 375 to reduce GHG emissions and improve social equity.

**6.7 Transit Funding**

Condition the receipt of transit funding to local governments on the creation of land use patterns and densities that are supportive of transit and walking.

**6.8 Fund Rehabilitation of Housing Stock**

Fund and incentivize the rehabilitation of the existing housing stock and give priority for existing affordable housing.

**6.9 Incentivize Consolidation of Small Lots**

Incentivize and support consolidation of small lots to promote residential development.

**6.10 Funding for Infrastructure to Support Infill and TOD**

Funding for infrastructure needed to support infill and TOD. Many infill areas have aging infrastructure that requires upgrading or expansion to accommodate additional development.

**6.11 Funding for Local Planning**

Funding for local planning needed to update zoning and development standards to support infill.

**6.12 Improve Public School in Priority Infill Neighborhoods**

Establish programs to support and improve public schools in priority infill neighborhoods, including pilot programs to increase educational resources targeted to specific neighborhood schools in coordination with other state grants for funding designed to promote infill development.

**6.13 Address Barriers to Infill, Compact and TOD Development**

Implement strategies that address barriers to infill, compact and TOD development including:

- Reduced/ modified regulatory barriers (e.g. zoning and development standards)
- Public education and engagement strategies to address public opposition
- Streamline entitlement and development review process for desirable development types including high density housing (including eliminating CUP requirements for multi-family housing)
- Reduce/waive/defer fees for desired development
- Development of effective air quality mitigation strategies for developing TOD and infill housing along major roadways and freeways

**6.14 Permanent Funding Sources for Affordable Housing**

Support efforts to establish a permanent funding source for affordable housing, including funding resources to support affordable infill and TOD development. This will also prevent gentrification and displacement.

**6.15 Affordable Housing Funds**

Affordable housing is a term used to describe dwelling units whose total housing costs are deemed affordable to those that have a median income. Although the term is often applied to rental housing that is within the financial means of those in the lower income ranges of a geographical area, the concept is applicable to both renters and purchasers in all income ranges.

**6.16 Create Land Banking and Land Acquisition Funds**

Will enable the early purchase of land around planned lines and stations.

**6.17 Condition Transportation Investment on Housing Density**

Ensuring adequate housing density results in transportation funding and investment.